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justly proud, giving coloring enough to win for him the respect of every generous reader. It sets down nothing in malice, nor exaggerates any claim, but the story is told in a style which has just enough flavor of the old Winthrop wine to make it attractive. It has been well done and the general reader cannot afford to miss it.

HENRY L. DAWES.

*The Old Santa Fé Trail*; The Story of a Great Highway. By Colonel HENRY INMAN, late Assistant Quartermaster, United States Army. (New York and London: The Macmillan Company. 1898. Pp. xvi, 493.)

FIFTY years ago passage across "the plains" between the Missouri River and the mountains was made by one of two routes: the Oregon trail by the Platte River valley and the Santa Fé trail by the Arkansas. The former or northern was the route of emigrants intending to settle on the Pacific coast, in Oregon chiefly, for gold had not then been discovered in California and emigrants from the East had not been attracted to that region. The southern or Santa Fé trail was mainly a route of trade, by which all the region of New Mexico was supplied with articles not produced there and returned in payment the furs of the mountains, the buffalo skins of the plains, the gold of the placer mines and the silver of Mexico. A few emigrants took the southern trail and some traffic the northern, and each was familiar to the hunters, trappers and Indian traders of the mountain region.

Between these routes Parkman hesitated for a moment before starting on the expedition of which he has left that fascinating narrative, the first of his published works, *The Oregon Trail*. For his purpose he of course decided wisely in favor of the northern route. He wished to see and study the Indian as nearly as was then possible in his primitive condition. The Dakotahs, Crows, Blackfeet and other tribes of the North had scarcely seen white men, except the half-wild hunters and trappers who frequented their country, and their character or customs had not appreciably changed since the time when this continent was unknown to the rest of the world. The Comanches, Arrapahoes, Apaches, Navahoes and other southern tribes had been for generations or even for centuries more or less in contact with white people, and, though still essentially savage, had been more or less superficially influenced by them. Yet for most adventurous travelers, seeking new and strange scenes and incidents, the Santa Fé trail had superior attractions. Trade is commonly esteemed prosaic, but this form of traffic had in it enough of novelty and variety of scene, person, incident and danger to remove it beyond the region of the commonplace and give it a flavor of romance quite unlike anything to be found in the business of ordinary life in our country and time.

The great highway, broad and well worn by travel, stretching out for eight hundred miles through a vast expanse of level or gently rolling prairie, seeming to the eye as boundless as the ocean, with no landmarks

to be approached and passed, no dwelling of man near it, no other roads meeting or crossing it, not even a tree or bush to be seen for days together, was impressive in its way, and the grand monotony of the prairie, whether bright with fresh herbage and gay with flowers in the spring or gray and sombre under the fierce dry heat of the late summer or early autumn, was sometimes exhilarating, sometimes depressing.

The long train of heavy wagons, transformed each evening into a fort for protection against possible Indian attacks, the varied company of traders, adventurers, drivers, mountain men, Yankees, Missourians, creoles, French and Spanish, half-breeds and Indians, the vast herds of buffalo, the inevitable nightly serenade of coyotes, their shrill clamor interrupted occasionally by the long mournful howl of the larger "lover" wolf, the appearance now and then of Indian parties, hostile if their numbers or the carelessness of the caravan gave them an opportunity to stampede the stock or attack the train or camp with some hope of success, or ostensibly friendly if the conditions constrained them to appear so—all these sights and sounds and incidents were full of novelty and interest to the observer from the East; he seemed to be transferred to another age and to share with the early travelers and explorers the delight of discovery of new lands, new peoples and new manners.

Colonel Inman, whose book has suggested these remarks, seems to have made his personal acquaintance with the Santa Fé trail after it had lost something of its oriental and medieval aspect. But the traditions of its earlier times were fresh and abundant. He has collected many of them and relates them in a somewhat desultory but agreeable fashion. He had also the advantage and has used it, of course with suitable acknowledgment, of Josiah Gregg's book, *Commerce of the Prairies*, published in 1845, now long out of print and somewhat scarce, which is by far the most complete and authentic account of the early Santa Fé trade and of the province of New Mexico before its acquisition by the United States. For the earliest notices of this trail and of the region crossed by it, Colonel Inman seeks the usual sources. He has mention of Cabeça de Vaca, of De Soto and Coronado, who in the sixteenth century traversed some portion of this region. He thinks that Coronado's route had its terminus near the great bend of the Arkansas. It seems to me more probable that his town of Quivira, the farthest point eastward reached by his expedition, was on the Kansas River not far from the present site of Lawrence.

Colonel Inman's book can scarcely be called a history, though it contains much historical matter and is full of anecdotes, descriptions and biographical sketches of men famous on the frontier in their day, as scouts, traders, or hunters, all of which, besides their interest as tales of adventure and peril, have value as illustrations of history.

For one who has a taste for tales of daring and perilous adventure it would be hard to find more pleasant matter for desultory reading than these anecdotes of such daring pioneers, scouts, mountain men, and early traders as Ezekiel Williams, William and Charles Bent, Kit Carson, Col.

Cody, St. Vrain and others. Colonel Inman himself had some thrilling experiences which he tells with spirit and modesty. On the whole, the book, though unsystematic and a little disappointing to one who expects facts arranged in an orderly narrative, was well worth writing, and the men now living who could have written it so well with so much personal knowledge of its scenes and characters are not many.

J. EVARTS GREENE.

*Essays on the Civil War and Reconstruction and Related Topics.* By WILLIAM ARCHIBALD DUNNING, Ph.D., Professor of History in Columbia University. (New York: The Macmillan Company. 1898. Pp. ix, 376.)

THE Civil War produced a rank and rapid growth of constitutional interpretations. The problems were new, the Constitution untried and the extremity seemed dire. President Lincoln and Congress found ready to hand as rules of interpretation the doctrines of implied powers and reasonable construction ("that which will give efficacy and force to a government, rather than that which will impair its operations and reduce it to a state of imbecility," *Story*). They used them freely.

The cases of constitutional interpretation in the Civil War and Reconstruction period are treated in the first five of the seven essays before us. Essay I., *The Constitution of the United States in Civil War*, discusses those acts of the President and Congress relating to the conduct of the war which involve new or questionable powers. Essay II., *The Constitution of the United States in Reconstruction*, treats of the relation of the seceded states and their inhabitants to the national government. The conclusion is that "private rights must be determined . . . on the theory that a state cannot perish;" but the "precedents of political action may and probably will be regarded as much more consistent with" the state-suicide and conquered-province theories of Sumner and Stevens. In the territory in insurrection the national government stood at the close of the war supreme above every other authority and obligated by the Constitution to protect life, liberty and property and to guarantee a republican form of government. The former obligation it met by establishing the military government, which acted sometimes through the state governments and sometimes in spite of them (Essay III., *Military Government during Reconstruction*); and the latter by the construction of a "new political people" and its organization into states under the supervision of the military power (Essay IV., *The Process of Reconstruction*). This was the work of Congress alone, acting by a two-thirds majority that was sometimes factitious. But if in time of war the executive can become a despot, says Professor Dunning, in the view of constitutional history the impeachment and trial of President Johnson (Essay V.) "must be considered as marking the utmost limit of the sharp reaction which followed the sudden and enormous concentration of power in the